

CLAIMS**PRIOR ART**

5 A large number of patents have been issued regarding brake systems for inline skates.

 Typical and quite representative for many of those brake systems are U.S.A. PTO Patents No: 6131920 and 6089579.

10 No brake systems invented so far have become a real market success. For good reason, because most of those brake systems, like the ones quoted above, utilize only one or two wheels for braking.

 This will inevitably lead to wheel skidding and flat spots, quickly destroying the wheels utilized for braking.

15 Some effective hydraulic brake systems are impossible to market profitably because of high manufacturing costs. By comparison the two main components in my brake invention are manufactured by metal stamping, a very inexpensive manufacturing method for mass production.

 The herein described brake system for inline skates utilize a trigger rod mounted behind the heel on the pivoting ankle support for activation.

20 This principle of brake activation has been utilized in a large number of previous brake inventions, many of which are almost certainly abandoned.

 Therefore it is assumed that this particular feature is now in the public domain.

CLAIMS

5 I claim:

1. A braking system for inline skates comprising:

10 a brake lever and a brake rail said brake lever extending from behind the heel of the skate towards the front portion of the skate where said brake lever is hingedly connected to the skate frame said brake rail positioned inside said skate frame above the wheels and said brake rail extending the full length between the outer wheels and hingedly connected to said brake lever at the mid portion between said outer wheels.

15 2. a claim as in claim 1 said braking system activated by means of a rearward movement of the pivoting ankle support whereby a downward force is transferred to the rear portion of said brake lever causing a downward movement of both said brake lever and said brake rail said brake rail thereby contacting the rotating wheels causing braking by means of frictional restriction of the rotational movement of said wheels in direct
20 proportion to the variable downward force applied to said rear portion of said brake lever said variable downward force being directly proportional to the force by which the lower leg is straightened.

25 3. a claim as in claim 1 and 2 said brake rail facilitating even wheel wear both regarding lateral curvature and diameter of the wheels by means of said brake rail being inflexible and by means of a section of said brake rail conforming to said lateral curvature of said wheels.

30 4. a claim as in claim 1 and 2 said braking system provided with means to prevent contact between said brake rail and said wheels when said braking system is not activated.

5. a claim as in claim 1 and 2 said braking system provided with means of brake activation comprising a vertically adjustable trigger rod mounted behind the heel on the pivoting ankle support said brake activation adjustable in relation to the forward leaning angle of said ankle support by means of adjusting said trigger rod up or down
- 5 corresponding to a pre-selected forward leaning angle of said pivoting ankle support for said brake activation said trigger rod provided with means for adjustable and resilient contact pressure against said rear portion of said brake lever.